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Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
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BIRTH.

On the 2nd August, at the Magazine Station, P. Wang, the wife of Inspector E. CARROLL, of a son.

DEATH.

On the 14th August, at 6 p.m., at his residence, No. 5, Upper Macao Street, AUGUSTO JOSE, do Rosario, Vice-Consul for Mexico. The funeral will have his residence to-day, at 4.30 p.m., for the Roman Catholic Cathedral, and will pass the Monument about 5.30 p.m. [2197]

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th August, 1902.

It is, no doubt, satisfactory for Hongkong residents to reflect that while the other parts of the Far East, including Shanghai, North China ports, Japan, Formosa, Siam, and Manila, are still maintaining a hard but by no means always an effective struggle against communicable disease, and more particularly that deadly scourge cholera, this island has now passed through what is for it the most fatal part of the year without suffering from such devastating attacks as have sometimes befallen it. From nearly all the neighbouring ports are coming in tales of the ravages of cholera among natives, while Europeans and Americans also number not a few among the victims. Other diseases, moreover, are contributing to make 1902 a black year in the East. We cannot tell what the remaining months have in store for us, but at least just now health conditions in Hongkong appear to have become comparatively favourable. We are still widely quarantined, but the maintenance of such stringent restrictions as are in existence in some places is hardly justified by the medical returns here. It naturally takes considerable time for a port in fear of infection to relax its regulations against a port with so ill a reputation in the past as Hongkong, so that we must wait until the last vestiges of plague have vanished before we can hope for our neighbours to remove obstacles in the way of

arrivals hence. Our period of freedom from restrictions abroad is now to be small.

Now, while we can congratulate ourselves on having passed through the worst months of our year, in the matter of deadly diseases, it is hardly to be maintained that 1902 will be a year on which we can look back with gratification. We have so far, it is true, had but 539 plague cases to date, whereas at the beginning of August, 1901, there had occurred 1,596 cases and at the same date in 1900, 976 cases. But, on the other hand, this year we have had no less than 406 cases of cholera, as well as 53 cases of small-pox. Small-pox was worse in 1901, 91 cases occurring, of which 70 were in March and April; but cholera has made an unexpected and most terrible appearance, almost rivaling plague in its ravages. When therefore we come at the end of the year to reckon up our mortality, we are likely to have little reason for satisfaction, in spite of the decrease in the plague figures which is practically assured. For a year in which we started with hopeful feelings, inasmuch as we saw that the local Government was actually making some of the efforts for the cleansing of the city which have been persistently advocated by leading medical men, the results are not very encouraging. Are we therefore to think that the attempt to cleanse Hongkong has been a failure or that extra cleanliness can have no effect on the city's health? To suppose so would be ridiculous. The moral of this year's proceedings is that we have not yet gone deep enough. In other words, it is not by cleaning up for the time insubstantial properties that will improve the public health, but the bodily removal of these insubstantial properties. This is the question which is now before us, and the bill which undertakes to solve it is the most important measure which has ever engaged the attention of Hongkong.

The question asked in the Legislative Council on Wednesday by the Hon. G. W. F. PLAYFAIR with reference to recent house collapses in Hongkong and Kowloon, though it met with unsympathetic treatment officially, was one of great importance. The Government has now under contemplation a very comprehensive bill dealing with the matter of buildings, present and future, in this Colony, and it is to be hoped that before long a very different state of affairs will be found existing here from that hitherto prevalent. But in the mean time there continue to occur catastrophes connected with the collapse of buildings which cannot be lightly passed over. It can hardly be argued seriously that the proceedings in connection with the Coochrane Street disaster last year were such as to give general satisfaction to residents in Hongkong. Since that fatality numerous minor accidents of a similar nature have occurred. In fact almost every heavy fall of rain seems to bring about some such deplorable affair. In these circumstances it is the reverse of advisable that enquiries into the causes of the falls of buildings should be allowed to be postponed indefinitely. We quite recognise the truth of the Colonial Secretary's plea that it takes time to get the various reports to enable the coroner to judge whether an enquiry is necessary. But surely there can be no doubt that in all cases where loss of human life occurs through the collapse of a building, an official enquiry is due from the Government, if only in justice to the dead, to say nothing of those who are threatened by dangers of a like kind from similarly constructed buildings. The home precedent is one which may well be followed in these cases. There is too another cause of delay in enquiries, which was not mentioned by the Colonial Secretary on Wednesday, but which must surely operate prejudicially in Hongkong. It is that the coroner (who is unassisted by a coroner's jury) is also a hard-worked Police Magistrate. Before the latter two aspects of the same case may well come in his dual capacities as coroner and magistrate. Singapore has a coroner whose duties are quite distinct from those of the Magistracy. Why should this not be so at Hongkong? The existing system militates against the work, which elsewhere falls either to a coroner alone or to a coroner with jury, being properly and promptly performed. Mr. PLAYFAIR in the Council expressed himself as much obliged by the answers he received. It seems to us, however, that the matter should by no means be allowed to rest as it is, and we hope that the Unofficial Members will not fail to press for better satisfaction.

The French mail of the 14th ult. was delivered in London on the 13th inst.

Three Chinese plague cases, all fatal, were reported during the 24 hours ended at noon yesterday.

Our special Coronation Supplement is now ready, and copies may be had on application at 40 cents each.

A Japanese Government telegram received at Tokyo on the 31st ult. from Port Arthur stated that twenty cases of cholera were reported in the city on that day, thirteen of which ended fatally.

The Straits Times, continuing its campaign against Siam's conduct in Malaya, alleges that an attempt is being made by Siam to kidnap the Rajah of Talohin, and also that the Sultan of Patani has been poisoned.

On Tuesday last Mr. Geo. P. Lamert obtained \$20,000 on the sale of three houses in Ship Street, and \$30,000 by the sale of six houses in Des Vaux Road West. The purchasers in each case were Chinese.

Sir Charles Elliot, Commissioner for the East Africa Protectorate, interviewed on the subject of a resurgence of the rumours that Zanzibar would shortly be handed over to the Germans, said that according to his knowledge the statement was absolutely without foundation.

We see that Madame Agnes Freed, whose voice is well remembered in Hongkong, has returned to Singapore from the Malay States and intends to give a concert at the Raffles Hotel. She has also been asked to assist in a forthcoming amateur production of *Pinefore* at Singapore.

The general agent of the Canadian Pacific Railway Company kindly informs us that he is in receipt of a telegram from Montreal advising that the Hongkong Coronation Contingent will return by the *Empress of China*, leaving Vancouver on the 6th September, and due to arrive here on the 30th idem.

In the Yokohama Chibo Saibansho on the 29th ult., an American sailor, 20 years old, belonging to the U.S. warship *Kentucky*, was sentenced to pay a fine of 3 yen for coming in collision with, and causing the death of Shibusyama Kanokichi, 58 years old, while riding on a bicycle on the 17th May this year.

Most nights this week bonfires of refuse have been burning in Chin Loong Street; the lane which starts in Queen's Road between Messrs. Lock King's and Wing Cheong's establishments. The practice, which is not only dangerous—since sparks fly up in all directions—but also extremely disgusting to the Europeans residing in the neighbourhood, should have the attention of the Police.

Speaking of the winner of the Diamond Soula at Henley Regatta, a writer in the *Manchester Guardian* says:—Of Mr. Kelly it is difficult to say enough in praise. He might have fallen from Olympus for the occasion. The strangest thing of all is to reflect that he may almost be said to have "tossed up" a few weeks ago whether he should come to Henley at all, and even when he decided on coming he worked out his own ideas of how to scull. Of all the scullers at Henley he is the only one who has not been coached and trained by a professional. Yet, in a few months, he has evolved what we see—the fastest sculler. I believe, ever seen at Henley, and one who pleases the eye with the most perfect form.

Mr. Guy Nickolls, who ought to know, was saying that under good conditions he had no doubt Mr. Kelly could knock from 10sec. to 20sec. off the existing record.

The death is announced in the home papers of the Duchess Friederike of Anhalt-Bernburg, the only sister of the King of Denmark, and aunt of Queen Alexandra, at Alexiad. The Duchess was the eldest member of European reigning families, and was 91 years of age. Her Highness was the second daughter of Prince Frederick William of Schleswig-Holstein-Sonderburg-Glücksburg and his wife, Princess Louise of Hesse-Cassel. In 1834 she married the Duke Alexander of Anhalt-Bernburg. In 1855 the Duke became hopelessly ill and incapable of reigning. From that year until his death, in 1863, Her Highness was Regent of the small Duchy. There was no issue of the marriage, and the succession passed to the House of Anhalt-Dessau. The Duchess was related to almost all the ruling families in Europe. Since 1863 Her Highness has led a life of retirement at Ballenstedt, devoted to works of charity.

In the U.S. battleships of the *Illinois* class the system of inter-communication between various parts of the vessels is very complete and ingenious, and apparatus for alternative use is supplied. Every cabin and compartment is provided with a telephone, which, through a central exchange, gives communication between any one point of the vessel and any other. There are also voice-pipes of the ordinary type. In the conning tower the battle-order indicator is a recent device, by which the officer in command is enabled to issue orders to any part of the ship. In this part of the ship the apparatus takes the form of one or more electric switch-boards, there being a switch provided for every necessary order, relating to speed, angle of helm, range of guns, torpedo discharges, &c. When it is desired to communicate an order, the required switch is turned. Thereupon an electric incandescent lamp illuminates from behind a small circular pane upon which is indicated the order given. Simultaneously the same order is repeated in every portion of the ship which it concerns, as, for example, at the gun-positions or in the engine-room. The electric leads permitting this communication are carefully arranged and protected, so that it not thought the system will be specially liable to damages. If, however, it should break down, wholly or in part, the loud-speaking telephone can be used as in British ships. The complete character of the system indicates that in this matter the United States Navy has reached a high level of efficiency.

A telegram received in Tokyo from the Formosan Government states that on the morning of the 2nd inst. a heavy storm was experienced in Amoy and district. The town of Amoy was flooded by huge seas, and about seventy persons were reported missing.

A strike is in progress at Penang among the ricksha-coolies. On the 7th inst. a Straits-born Chinaman was arrested by the Penang police. The crowd around attempted to rescue him, without success. Apparently, the strike did not arise from any action by the Ricksha Registrar. It seems to be directed against the excessive charges levied on pullers by the registered ricksha-owners.

One day last month shortly after noon a well-dressed man jumped from an outside car at the gate of the upper yard of Dublin Castle and ordered the sentry to surrender his rifle. A scuffle ensued, and the man was arrested. When charged at the police-court, he said that he was the King, and the sentry deposed that the prisoner had made the same statement to him and had ordered him to salute. The man was described as a betting man by the police.

According to a telegram from Formosa, about eighty men belonging to the native volunteers (*Nieidan*), stationed in the neighbourhood of Sekihieserel, rebelled on the morning of the 1st inst., and after killing four Government inspectors, attacked the contingent of troops stationed at Shokgho. The commander of the contingent and several men were killed, a number also being wounded. Two companies of infantry were sent to the assistance of the contingent.

M. Charles de Lesseps is represented by the *Figaro* (Paris) to have expressed his belief that the Americans will complete the Panama Canal without looks. "We were forced," he said, "by all the combined forces of public opinion ultimately to agree to a canal with locks, but the Americans, having full freedom of action, will certainly decide on the bold course. With 600,000,000 f. more we should have completed it in three or four years. If the works had not been stopped the lock-canal would have been in operation in 1890 or 1891. In six years the canal may be opened for traffic."

THE TROUBLE IN LAOS.

The *Independence Tonkin* treats in a very blunt fashion the note on this subject that was recently issued to the Press in Paris by the last Minister of the Colonies. M. Decroix, it will be remembered, had no news of a rebellion in French Laos, but had simply been informed that a band of 1,500 Siamese rebels had crossed the Mekong and attacked Savannakhet, where they were repulsed. Our contemporary remarks that the Minister of the Colonies is as chary of giving information as the Government of India, and that he is hiding the truth. If there were absolutely nothing else, it continues, if there were no rising in French territory, why are the civil guards steadily being sent to Laos from Tonkin and Annam? Why are the two batteries of artillery taken away from Sontay? Is it for hygienic reasons that Savannakhet has been evacuated? Is it for reasons of economy that the boats of the Messageries Fluviales do not pass that port? The *Independence* complains bitterly because, it says, the attempt to hide the truth is a proof of distrust of the French Press and the French residents.

DACOITS IN NORTH SIAM.

The *Siam Observer* of the 31st ult. says:—A strong body of troops left Bangkok to-day for Pr. via Pittanuloke, to deal with the Shan dacoits who have looted Muang Pr. and Muang Lawang. The marauders are now said to be over six hundred strong, but this is only rumour and is very probably an exaggeration. Previous estimates have put the number at about 300. As to the origin of the disturbances, this is at present somewhat difficult to ascertain, but one report has it that a number of the Shans were either arrested, or stopped for enquiry as to their business, by the police, and that the dacoits thereupon gathered and made a feud of it. Where the dacoits have come from is a matter of uncertainty. They may have come across the border from the Burmese side. There is, indeed, a report that the Shans entered the Monthon Bayre, or the Province of Chingmai, in small parties disguised as traders, and concentrated at Muang Lawang. Supposing this report be correct, the challenging of one such party by the police would be intelligible, but, of course, that action could not be regarded as the real origin of the raid. There are many Shan settlers in Chingmai province itself. It is estimated that about five per cent. of the inhabitants of Pr. and Nakon Lampang are Shan settlers. It is possible that the dacoits may be such settlers from some part of Chingmai province, but this, again, is only conjecture. Europeans do not appear to have been attacked. The measures taken by the authorities, and the strong force of troops sent to the scene, to be reinforced on their way thither, are expected to put an end to the trouble as speedily as possible.

Writing editorially on the same subject, our contemporary says:—In any case the affair is apparently one of dacoity pure and simple, having no political significance.

It is related of a country editor that he received this question from one of his readers: "What is the matter with my hens? Every morning I find one of them laid out stiff and cold on the hen-house floor." Next day this editor duly appeared in the query column:—"Your hens are suffering from death. It is an old complaint. The only treatment that we can prescribe is burial."

TELEGRAMS.

REUTER'S SERVICE.

London, 12th August.

KING'S HOSPITAL FUND—MUNIFICENT CORONATION GIFT.

His Majesty the King to-day received the Lord Mayor, who handed him £115,000 sterling as a Coronation gift subscribed by all classes, the money to be devoted to His Majesty's hospital fund. In replying to the Lord Mayor His Majesty remarked that he should continue his efforts to free the London hospitals from debt so long as God spared his life.

CHINA WAR MEMORIAL.

Admiral Seymour yesterday unveiled at Portsmouth a memorial to those who fell during the war in China.

OBITUARY.

Mr. Alexander Michie, author of *An Englishman in China*, is dead.

[Mr. Alexander Michie was a well known figure in the Far East and a writer of note, his *Englishman in China* being one of the best books ever written on China. Mr. Michie, who was the uncle of Mrs. E. H. Sharp, of this Colony, visited Hongkong in April, 1901, and consented to read a paper before the Old Volume Society on the subject of the *Political Obstacles to Missionary Success in China*, an exceedingly able lecture, though naturally one which was not uncontroversial. Mr. Michie's views on Chinese questions were very sound and it is to be regretted that he did not leave more in writing. He has a son in the Imperial Maritime Customs, to whom our sympathy is tendered.—Ed. D. P.]

TYPHOON WARNINGS.

We received yesterday from the U.S. Consulate-General the following typhoon warning issued from Manila Observatory at 8.30 a.m.:

"Depression off the E. Luzon near 16th parallel approaching at present."
The following warning was issued from Hongkong Observatory, at 12.5 p.m. yesterday:

"A depression exists to the East of Luzon, where the barometer continues to fall. Wind probably freshening from Northward North-East over the North-East part of the China Sea."

The following typhoon warning was issued last night by the U.S. Consulate, dated Manila Observatory, 6 p.m.:

"Small secondary depression crossing Bismarck Group."

MORE ABOUT MARCUS ISLAND.

The *Kobe Chronicle* reports that the cruiser *Kasagi*, which on the 23rd ult. was despatched to Marcus Island, returned to Yokosuka on the 3rd inst. Mr. Ishii, of the Foreign Office, returned by the cruiser, and Captain Sakamoto, in command, reported the result of his mission on the 4th inst. to the Navy Department. The report is to the effect that twenty-nine Japanese were residing on the island, and Lieutenant Akimoto and sixteen men were left in charge, with instructions to explain the situation on the arrival of the expected expedition from the United States under Captain Roskill. Mr. Ishii gives the following account of his visit to the island:

"When I left Yokosuka I intended to stay on Marcus Island about ten days, and await the arrival of the American expedition, but we found it impossible to remain there so long. The island is a coral reef, the coast precipitous, and there is no harbour for the shelter of vessels. The water is so deep in the neighbourhood of the island that it was impossible to anchor the vessel, and consequently we had to cruise. The supply of coal was limited, and it was impossible for the cruiser to remain long. As it was not known when the American expedition would arrive, it was decided to leave a Lieutenant with sixteen men. Temporary quarters were fixed up for the marines, and a Japanese flag hoisted."

Mr. Ishii left a letter with the commander of the party, explaining their mission to the island, which was to be shown to the Commander of the American expedition on its arrival.

Marcus Island has been described, continues Mr. Ishii, as being situated, in 24 deg. 14 min. North latitude and 154 deg. East longitude, but according to the close survey made by the *Kasagi*, its situation is 24 deg. 17 min. 30 sec. North latitude, and 154 deg. 4 min. 30 sec. East longitude. It is one of the coral islands in the Pacific, and long coral reefs are visible in rows in the vicinity—a very fine sight. The island is covered with trees, including palms, and birds of various species are very numerous. The Japanese on the island live in huts made of palm leaves, and are engaged in the pursuit of fishing and bird-catching. The skins of the birds are, stuffed, sent to Yokohama, and exported to Europe for millinery use. It was stated to be the intention of the settlers to proceed further south to some of the uninhabited islands, as the birds were getting scarce.

LATEST STEAMER MOVEMENTS.

The Boston steamer *Hyades* arrived at Yokohama from Tacoma on the 9th inst.

The O.S.S. steamer *Epyrus* left Singapore at 5 p.m. on the 13th inst., and is expected to arrive at this port on or about the 18th inst.

The A.L. steamer *Nippon* left Singapore for this port yesterday.

The U.M. steamer *Katich*, from Glasgow and Liverpool, arrived at Singapore on the 13th inst. and sails for Hongkong to-day.

POLICE COURT.

Thursday, 14th August.

Before MR. P. A. HAMELAND (Police Magistrate).

TROUBLE BETWEEN WARRIOR POLICEMEN.

Two Chinese policemen had a quarrel in Timahatani Station a day or two ago, as the result of which one was charged with hitting off part of the other's forefinger. The defendant, No. 430, was ordered to do some small duty, and made the excuse that he had no time to execute it, as his presence was shortly required at the Police Court, where he had a case on. Angered at his orders being disobeyed, the complainant turned upon the defendant from behind and clapped him round the face by his two hands. The forefinger of the right entered the defendant's mouth, and he closed his teeth upon it with such violence as to sever half an inch off the tip. The two men were brought before the inspector on duty, and he had the complainant removed to hospital and the defendant charged with the assault described.

His Worship, who was of opinion that the defendant received very great provocation indeed, said he must nevertheless pass a severe sentence, as the complainant had sustained a permanent injury. The defendant would go to prison for three months.

AN APPEAL TO HEAVEN AND EARTH.

Chan Chan, a coolie, was charged with robbing the sum of \$3 from a married woman by false pretences. He pleaded not guilty.

In the course of the evidence the following translation of a letter, which was delivered to the complainant by the defendant, was handed in:—"This is to inform you that I was formerly employed at the Yellow Flag steamer plying for Sandakan. Unexpectedly this steamer was chartered by another Chinaman who used her to ply for Japan, Shanghai, and Hankow under six months' agreement. As I am at present unwell, I cannot work in that steamer, so I go to Shanghai, Kiangnan, Tsing, Wan, Lane No. 35, to have some treatment there for a few days. I have much to thank for my friends who give me assistance. I desire to return to Hongkong, but I have no money, and cannot find anybody from whom I can borrow money. I call to Heaven for help but receive no response, and I call to Earth for assistance, but get no answer. I therefore send these few lines to Hongkong, hoping you will find some means to get four or five dollars and send them to me through the steamer. When I get my pay or when I get some money from some storehouse, to Hongkong I shall pay all the debts owed. If you have no so much as four or five dollars, you might send two or three dollars, so as to prevent your husband from being distressed at Shanghai."

It was alleged by the complainant that the defendant represented the letter as coming from her husband in Shanghai, where he was lying very sick. She gave him \$3, but on the following day received a letter from her husband himself in which he made no mention of sickness or of having deputized any one to solicit money on his behalf. The complainant soon afterwards encountered the defendant in the street, and gave him in charge.

The case was remanded for a week.

Before MR. J. H. KEMP (Acting Police Magistrate).

KNOCKING A MAN SENSELESS.

A Norwegian seaman pleaded not guilty to disorderly conduct and assault on the sailors' Home on the 19th inst.

Richard Allan, assistant superintendent at the Home, said the defendant was drunk and very noisy, and refused absolutely to behave himself.

Another seaman, residing at the Home said the defendant struck him a violent blow on the nose, knocking him senseless.

Gilbertson was fined on both charges \$12 or three weeks' hard labour.

WANCHAI STABBING CASE.

Tsang Tin Kwai, of no occupation, was charged on remand with stabbing Tsang Sin, a shop-keeper at Wanchai on the 20th ult. He pleaded not guilty.

It may be remembered that the defendant, with three others, attacked the complainant, with whom he had an outstanding quarrel, and stabbed him seriously, necessitating his removal to the hospital, where he has laid ever since. Sentence was passed of four months' hard labour.

A TONGSHAN SENSATION.

A British collier named Jones, of the Royal Welsh Fusiliers, caused a great sensation in Tongshan in the early part of the week, says the *P. & T. Times* of the 2nd inst., by a serious assault on a neighbour named Becker, the proprietor of a small restaurant or hotel. The issue was serious enough in all conscience as it is, but there is every reason for Jones to congratulate himself that he has not to be arraigned for the most heinous of all criminal charges. Jones, who like all the men detailed for special duty on the railway service, was a man of excellent character, had possibly read a bit of the conditions that often overcome men in the great heat, and had been taking for more than was good for him. Late on Saturday night or early on Monday morning he went to Becker's premises and demanded admission and drink after the door had been closed for business. The proprietor steadily refused his admission, and Jones, who continued and then became threatening, he somewhat violently beat off one or two chambers of a revolver. This instead of deterring the applicant, seems only to have further enraged him. He went along to his quarters and excitedly told his comrades that the attack was about to be made on them by the German. The men seem to have risen to the situation, and recognized the real source of the alarm, but before they could restrain their comrades, he had seized his rifle and fired, and the shot had struck Becker in the head, and he died at once. The British soldier was then taken to the station and placed in a cell. As a chance had it the unfortunate proprietor was still on guard and received three blows in rapid succession in the head and neck. Jones was soon followed, seized and promptly put under arrest, while Dr. Moorhead was called and at once took charge of the wounded man. Jones's conduct after arrest could only be explained by the fact that he had been drinking, and was able to bring down to the station by the mail train on Thursday, and then seemed to be doing fairly well, no fatal issue is feared.

We need hardly say that the *P. & T. Times* that this unhappy incident has produced a profound sensation in Tongshan.

FRANCE AND SIAM.

The well-known Paris correspondent of the Times writes under date 10th July—

I pointed out recently that the changes in the organization of French West Africa by which the region of Lake Chad was definitely attached to the Congo territory constituted a very characteristic event by which it was possible to gauge the temper and spirit now prevailing in French foreign policy. We saw in the new decree, proof of the influence of the prudent statesman who now presides over the international relations of France. French confirmation of these conclusions may be found in the attitude of France towards Siam. This attitude, it may be confidently said, is no longer an aggressive one, in spite of certain journalistic fibroids who are always agitating for a conflict. It is certain that the presence here of the Crown Prince will not, and without his receiving the assurance that if France is determined to hold Siam rigorously to the Convention of 1893 she has no desire to hasten the occupation of the territory accorded her as her sphere of influence by the Anglo-French Convention of 1896, which neutralized for common pacific action the valley of the Mekong and left France free to operate to the east of that valley. The efforts of the Parliamentary Colonial group, or rather of some of its more ardent members, to revive the Siamese question are doomed to failure, at least for the moment. M. Paul Bignon, a Deputy who recently wrote to M. Delcassé to announce an interpellation on the present relations between France and Siam, has renounced his intention after a conversation with M. Delcassé, so that for the time being no one need feel any anxiety as to the relations between the two countries.

The most authoritative organs of the Colonial Office here, notably the Temps, are well aware that France has to choose between two well-defined policies in her dealings with Siam, and that she cannot follow both at once. No one disputes her ability, if she likes, to establish an effective occupation in the sphere of influence which is hers by the Convention of 1893, but the question arises whether in a region sparsely settled, a region of wilderness like those of Laos, a game of this sort is worth the candle. No motives of injured pride at present compel any such expense of time and money, which would be ill compensated for by the meagre practical advantages to be reaped. French foreign policy, which has shown of late years a steady departure from the sentimentalism that ever lightly adopted the plan of action simply for the sake of securing immediate glory which may be big with complications avoidable in a more prudent policy.

But there is one admirable reason why the effective occupation of the territory covered by the unexplored Colonies here is looked upon as untimely, and even as the worst possible diplomatic. The real reason is the French fact that the small place that France occupies in the Mekong Valley in the development of Siamese trade and general prestige in Siam in comparison with other Powers, notably England. It is felt at the Foreign Office that French diplomatic energy would be better expended in an effort to place French interests on a good footing in Siamese Court, business, and social circles than in conquering a barren territory which would be only the compensation for a white elephant on the map. But this general end would be singularly retarded by violent military action resulting in the eventual declaration of a futile protectorate over the right bank of the Mekong. This would be a short and sure method of entirely alienating Siamese sympathies, which are already sufficiently estranged. The efforts of French diplomacy, therefore, will, it is stated, be directed towards convincing Siam of the good will and sympathy which France desires her Siamese friends to have while affording facilities to Frenchmen for entering her civil service. Meanwhile, no effort will be made to keep too literally to the text of the Convention of 1896, which will be allowed, for the moment at least, to remain a dead letter.

SIR REDVERS BULLER.

Each successive disclosure of the inner history of the Natal Campaign makes the conduct of Sir Redvers Buller and his supporters in insisting on publicity the more reprehensible. Until the authorities in the Ladysmith barracks were published there was room for the opinion that he had been misrepresented by the Times and the National Review, and that the ellipsis in the surrender message materially affected its purport. Since the War Office withdrew its embargo and the authentic version was made known, revealing the fact that the actual text differed little from the Times version, this ground has been completely cut from beneath the feet of the apologists. In the further discussion, in the House Sir Edward Grey, usually a sound and discreet politician, was so injudicious as to initiate the second most damaging blow to Sir Redvers Buller's reputation. We now know that when the message bidding Sir George White's surrender was despatched, Sir Redvers Buller was in possession of the fact that the Ladysmith garrison were provisioned for seventy days. Well might Sir George White, when he refused to believe a strong, well-disciplined army, little affected by the stress of his first fatuous march, and in touch with an equally effective force half as strong, could really have been such an object of despatch. But what this factually dissipates the last shred of his reputation, which still clung to Sir Redvers Buller, what are we to think of the Government which retained him in the Natal command? A great enterprise was to be attempted, an enterprise which, if successful, would have involved in Mr. Buller's own words, "unparalleled disaster"—and the chosen instrument was a man who, as we have seen, was so completely unprepared by the small losses attending his incoherent blundering. For the losses at Spion Kop, for the failure to profit by the advantages gained at Action Homes and by General Lyttelton before Spion Kop, for the prolonged agony of Ladysmith, the Government are alone to blame for continuing to entrust the chief command to an officer of proved incompetence. Mr. Buller's contention that this course was inevitable cannot be admitted for a moment. To mention only one name, there was in Natal the gallant and well-skilled General Lyttelton, who at each successive step in the war has shown his fitness for high command. But in dealing with Sir Redvers Buller the Government acted as if they were frightened by his reputation. In suppressing the damaging points in the despatches they were governed by generosity in retaining him in the Natal and Aldershot commands by a most prejudicial weakness. Granting, as we readily may, that Sir Redvers Buller's administrative abilities made him a good peace commander, Mr. Buller had pledged his word that none should be appointed to command the Army Corps who would not lead them in war. The only possible defence of the Government is that had General Sir Redvers Buller been put for active employment, and even Mr. Buller would not go as far as that—Times of India.

LORD KITCHENER'S FAREWELL MESSAGE.

The following is Lord Kitchener's valedictory address to the troops before leaving South Africa—

"The General Officer Commanding in Chief wishes to express his best thanks to all general officers, officers, non-commissioned officers, and men for the excellent service they have rendered since he first took the command eighteen months ago. The period in question offered few opportunities for those decisive engagements which keep in the spirit of an army and add brilliance and interest to its operations. On the other hand, officers and men have been called upon for increasing and ever increasing exertions, in the face of great hardships and other difficulties against dangerous and elusive antagonists. The conduct of the troops under these trying circumstances has been beyond all praise. Never has there been the slightest sign of slackness or fatigue. It seems to Lord Kitchener that the qualities of endurance and resolution they have displayed are much more valuable to a commander than any dash or short-lived effort whereby some hard-fought actions may be won in a campaign of ordinary duration.

The Commander-in-Chief also has special pleasure in congratulating the Army on the kindly and humane spirit by which all ranks have been animated during this long struggle. Certainly for the future of South Africa the truth in this matter is known to our late enemy as well as to ourselves, and no misrepresentations from outside can prevail in the long run against the actual fact that no war has ever yet been waged in which the combatants and non-combatants on either side have shown so much consideration and kindness to one another. This message would be incomplete if reference were not made to the soldierly qualities displayed throughout the campaign by our quondam enemies, and to the admirable spirit displayed by them in carrying out the surrender of their arms. Many Boer leaders, who at an early date recognised the futility of carrying on the devastating conflict beyond a certain point, have already for some time served with us in the field, and the help which they rendered us will not be forgotten. Many also of those who continued to struggle, have expressed the hope that on some future occasion they may have an opportunity of serving side by side with His Majesty's forces, from whom Lord Kitchener can assure them they will receive a very hearty welcome. In bidding the Army of South Africa farewell, it only remains for Lord Kitchener to wish every individual serving on it all happiness and prosperity for the future.

PENANG IN 1901.

The administration report on Penang for 1901 notes that the actual revenue for 1901 was \$2,221,590, an increase of \$468,878 over 1900, while the expenditure amounted to \$1,614,313, an increase over 1900 of \$444,076. The figures of the trade returns for the year show a decrease on both imports and exports as compared with 1900; the decrease being \$7,503,665 in the former and \$3,497,717 in the latter. The total values were—imports \$68,716,747; exports, \$66,193,165. There was no decrease in the value of imports from the United Kingdom, but the principal decrease of about \$5,000,000 was in imports from British Colonies. On the other hand there was a large decrease in the exports to the United Kingdom of over \$1 million with increases of over half a million to Colonies and of nearly 2 millions to foreign countries.

The docking and ship accommodation of the port is becoming inadequate for its requirements; as several ships were unable to go into dock when required to be surveyed. Mr. Matthews of Messrs. Cooze, Son, and Matthews visited the port in December and inspected the harbour works and proposed improvements. By his advice an extension of the new iron pier now under construction is to be made northwards. By this extension, the total length of the pier will be 600 feet and the width of the viaduct will be increased from 25 to 40 feet, at an estimated cost of \$51,000.

The attention of the Assistant Superintendent of Forests has been chiefly directed to the collection and planting out of grafted-producing trees especially palisquin varieties. A plantation of palisquin grafts was made in the North-east Reserve on the Island. Seeds were obtained from trees growing about the Waterfall valley, from which some 3,000 plants were grown. Thousands of young plants have been obtained and kept in a nursery for future planting. The Waterfall Gardens have been maintained in their former condition, a new plant-house added, and an addition made to the herbarium.

ANGLO-GERMAN RELATIONS.

The Vienna correspondent of the Times says in a despatch dated 11th July—

The Vienna news-sheet, the Information, observes that while the quite exceptional manifestations of regard by the German Emperor for King Edward on the occasion of his illness are to a certain extent accounted for by the relations of the two Sovereigns, it may be fairly assumed that political considerations are not entirely foreign to those exuberant demonstrations. The Emperor William is not quite so sentimental as all that. It is probable that he is led by political motives in making such violent efforts to "get at his royal uncle. The Kaiser, who is a good observer, is assuredly under no delusion as to the bitter feeling against Germany prevalent in England. He is aware that the campaign of abuse and calumny waged for the last three years against everything English had not passed unnoticed in England. Whoever Lord Salisbury's successor may be, whether it be Mr. Balfour, the Duke of Devonshire, or Mr. Chamberlain, he will certainly be less Germanophil than the present Prime Minister.

In these circumstances William II. is endeavouring to "cultivate British sympathies while the opportunity offers. He is returning to the political maxim laid down by Bismarck, that Germany can only pursue a trans-oceanic policy in agreement with England, and is consequently seeking to create a more favourable feeling in London. But in the opinion of the Information it is by no means certain that he will succeed. The Court is as Germanophil as ever. King Edward remaining faithful to the tradition of his mother, the sentiment of the country is quite different. All that which the late King Albert of Saxony characterised as equally abominable, whether considered from a political or an artistic standpoint, such as the spittoon decorated with portraits of Mr. Chamberlain, the pictures in which the late Mr. Rhodes was being hanged, or even the victorious Lord Roberts killed by the Boers, and the illustrated post-cards representing British soldiers fogging Boer women, which the German postal authorities permitted to be circulated, will not be so easily forgotten by the British people. But, adds the Information, that is no reason for not recognizing the pacific intentions of the Emperor William, which do equal credit to his head and his heart.

LORD KITCHENER AND THE FRANCO-GERMAN WAR.

It is known that Lord Kitchener's first experience of actual warfare took place in 1870-71, when he was about twenty, and when he was not the British but the French uniform. The published facts of this interesting episode are, however, says E. A. V. in the Westminster Gazette, few and meagre. The one authoritative account was that given a few years ago by his stepmother, Mrs. Kitchener, who stated that in the latter stage of the Franco-German war, her stepson joined the Deuxieme Armée de la Loire, commanded by General Chanzy, enlisting in a battalion of the Mobile Guard of the department of Les Cotes-du-Nord, and proceeding with it to Laval, where he eventually assisted a French officer in some military balloon ascents, thereby contracting a chill which brought on pneumonia.

Mrs. Kitchener's statement was obviously correct; and although a story to the effect that the young volunteer was attached to Chanzy's headquarters staff with the rank of lieutenant or captain has been frequently repeated it may be dismissed as inaccurate. Perhaps it may be mentioned that there is no trace whatever of any Lieutenant or Captain Kitchener in any of the numerous documents respecting the composition of Chanzy's staff at various times which the present writer (who was a correspondent with the Deuxieme Armée) has in his possession.

He was as a "private" that young Horatio Herbert Kitchener joined the French colours at Dinan, in which quaint Breton town, whose little English colony comprised many military families. Mrs. Kitchener was then already residing. In an interesting letter which the young "Garde Mobile" writes to an Irish friend signed with his initials, he was in London some time ago—after recalling almost reptonally his free and easy boyhood in Kerry, he spoke of the impulse that had prompted him to join the French as one which he had been unable to resist; and he expressed some misgivings as to what might happen to him when the time should arrive to return to England to pursue his studies. Indeed, the letter almost suggests that the young man was guilty of some sort of dishevelment in yielding to his impulse; but it would be wrong to draw any particular inference from sentences which only the writer himself could properly explain.

The battalion which Kitchener joined was obviously the Sixième des Cotes-du-Nord, for that is the only one from that region enumerated in official records as having been attached to Chanzy's army, the others having been sent to Paris prior to the siege. The Battalion belonged to the Reserve of the Third Army Corps, commanded by General Jaures, "capitaine de vaisseau," one of the many French naval officers then drafted into the land forces. The Reserves were under the direct orders of General de-Brigade Collat, who also had been a naval officer. Unfortunately, the writer cannot find the name of the commander of the particular battalion to which Kitchener belonged.

Much curiosity has been expressed at various times as to whether the young volunteer witnessed any actual fighting. Not long ago an Athenæum reviewer pointed out, that the popular biographies left this question in obscurity. The present writer thinks it unlikely that Kitchener took part in any engagement; for he served in a reserve battalion and went, we are told, no farther from Dinan than Laval or its immediate vicinity. Now, on January 12, 1871, after a three days' battle, in a succession of sawtooths, the Deuxieme Armée had been defeated, retreated to the Reserve of the Third Army Corps, and was marching on Alençon, but by Gambetta's orders he withdrew towards Laval. Pursued by Von Schmidt, the French fought at various points of their parallel lines of retreat, but the pursuit was carried no further than Taigues, distant about nineteen miles from Laval, where Kitchener's battalion and other forces were stationed. Immediately afterwards Laval became Chanzy's headquarters, and there the fighting there ended, but that part of France was conquered.

But in any case Kitchener must have learnt in those days some great and most salutary lessons not to good profit during his subsequent career. The nights he cannot have failed to witness in and around Laval, even as the present writer witnessed them, must have left upon his mind an ineffaceable impression upon which time must have fortified and deepened. Indeed, the star war was won by the Queen's Commission late in 1871, some years elapsed before his experience of actual warfare was renewed. With the French he saw none of the pageantry of war, only its grimness and suffering; none of its triumphs, only the awful effects of incompetency and mismanagement, Chanzy's great army, one might almost say his great herd of men, retreating in desperate confusion through snow and ice, amidst an Arctic temperature—indeed, a miniature retreat from Moscow—in the most battered, deplorable, pitiable condition; and Kitchener, now renowned as an organizer, then learnt by practical demonstration, that no failing teacher, what lack of organization really meant.

He cannot have been ignorant of the fact that forty miles of railway rolling stock blocked the whole line of metals, from Laval to Rennes; he must have seen the highways around the former town snarled and blocked, the trains of the most modern and the most numerous of the French railways paralyzing by the wayside, the exhausted horse-footed soldiers often falling on the snow to die there; others, too, whole companies, occasionally entire battalions, going rationally because supplies could not be brought up. Only because the men could have witnessed such sights as those, without learning anything from them; and, fortunately for us, the young English colonel was with the Cotes-du-Nord Mobiles was of a very different stamp.

Again, he must have beheld the fatal effects of discipline, he must have learned how hopeless was the chance of an army, however brave, that would not submit to control. He must have seen soldiers insult their officers, and the latter weeping despairingly at their powerlessness; he must have seen, too, the long lines of deserters from Moscow—men who had been so recently decorated, who had been so recently glorified, and who were now being sent to the front as a punishment for their desertion. And, in all likelihood, it was his experience in this respect which showed him the necessity of exacting full obedience, and tended to make him stringent and inflexible as a commander in after years.

Some writers, who have not taken into account the impressive episode of his early childhood, have attributed to him an "unnatural harshness and hardness." Yet we all know that he can be as kind as any man, and that he can be as hard as any man. And here, again, we can trace the influence of those early French impressions. Whatever may have been the precise role of his baptism, it belonged to the defeated Army of the Loire, and it participated in the bitterness which invariably results from defeat. Thus Kitchener learnt how it felt to be on the losing side, and in after days, when

he phrased the Commandant Marchand at Fashoda and when he lately met the Boer leaders to receive their submission, he was well able to extend to them the courteous and manly sympathy of one who, though thoroughly understanding their feelings, was anxious to manage them. Viewed, indeed, from the standpoint of his service with the French, those features of Lord Kitchener's character which to some folk have seemed puzzling and inconsistent appear quite natural and simple.

In connection with the balloon ascents in 1896, Laval which closed his career as a "Garde Mobile" it may be mentioned that the aeronautics service of the French Army was conducted by two well-known men, Messrs. Albert and Gaston Tissandier, the latter of whom is now editor of the scientific periodical *Le Naturel*. Their operations with the army were largely confined to the French Army and one of the principal characters in the great Dreyfus drama. As, according to Mrs. Kitchener, her stepson made his balloon ascents in attendance on an officer, it is not impossible that the latter was M. de Boileffre, who displayed quite a passion for ballooning. Indeed he virtually joined the army by balloon, having quitted Paris in one of those aerial vessels with despatches for Gambetta.

Lord Kitchener's ascents led, we know, to a somewhat severe illness, and thus his first experience of warfare, though pregnant with valuable lessons, came to an unpropitious close.

THE NORTH ATLANTIC COMBINE.

Mr. Pirrie who was largely concerned in the formation of the Morgan North Atlantic combination, proved one of the most interesting witnesses the Steamship Subsidies Committee has yet had to give evidence. Asked whether the combination was not formed with a view of securing an American subsidy, Mr. Pirrie said: "The combination, or, as I prefer to call it, the community of interests, was established purely for commercial purposes and on business principles. Its formation did not depend upon the Subsidy Bill. Opinion was divided amongst the promoters of the scheme on the other side as to the probable effect of the Bill passed, and also to the desirability of waiting until its fate were known, but, broadly speaking, the fate of the Subsidy Bill mattered little to it one way or another. I consider the deal was in every way satisfactory to the English companies, and, indeed, to all concerned, taking all circumstances into account, and our own national interests were never overlooked. A dangerous international situation was, I am convinced, rapidly approaching, but by the establishment of this community of interest, we felt the future of British shipping, which, of course, also includes our shipping industry, is assured or at any rate that these two great national industries will be in much more secure positions than they were before. What we have in effect been doing is to act on the excellent advice given by His Royal Highness the Prince of Wales in his speech on his return from his great tour round the Empire, when he uttered the words, 'We have seized the opportunity of making a friendly and profitable arrangement for our interests, commercial and national, and even political.'"

Later in his evidence Mr. Pirrie said the international danger he had alluded to in speaking of the combination was the competition of certain companies in certain trades, and, further, there was no doubt that if the American railways had started a community of interests, it would have done serious harm to British shipping, which, in the trade between England and America. Asked in what way national and commercial interests are benefited by the transfer of these ships Mr. Pirrie said: "By the interchange of tickets passengers can travel by any ship, thus saving time, and freight will benefit in the same way."

Mr. Pirrie refused to believe that the combine can dictate the policy on the Atlantic. "As a rule," he said, "it is the small companies which dictate to the larger." The only effect upon the Canada Company, he thought, would be to make them wake up and put their house in order.

A significant comment upon Mr. Pirrie's evidence comes from several sources in the shape of a telegram stating that American grain is already going abroad via Canada. In one week the exports via Canada were 617,143 bushels more than the exports from New York, and 75,492 bushels more than the aggregate of exports from all American North Atlantic ports. Already it would seem, then, that the freight policy of the Americans is having its usual consequences.

Mr. Pirrie said: In my statement in the Times of May 13 last, I said that not only had the White Star Line given an undertaking that the vessels at present held at the disposal of the Admiralty shall remain so during the unexpired period of the contract, but that, further, there was no reason why an undertaking should not be given by the White Star Line or any other British line that their vessels would for a further term of five or ten years be held at the disposal of the Admiralty if required, unless sold previously with their consent, in which case other vessels could no doubt be substituted for them. With regard to new vessels that may be built by our firm or others for the British companies in the combination, I have no doubt whatever that a similar arrangement could be made to come to respecting them, and it is reasonable to suppose that these new vessels, or some of them, would be superior to those at present under substitution. Since I made that statement Mr. Morgan has not only confirmed it but has offered the Government, on behalf of the new combination, to make a contract for fifty years that any British ship built or to be built in the new line should not be transferred to a foreign registry without the written consent of the President of the Board of Trade, and that all British ships built or to be built in the combine should be held at the disposal of the Admiralty either for cruisers or transports on the same terms as those that might be secured to other British vessels.

The operation of the tariff laws is also assisting Canada as a grain-producing and manufacturing country. Mr. Kennedy, president of the Minneapolis Threshing Machine Company, has been stating to an American interviewer that "in a comparatively few years Western Canada will be an immense purchaser of agricultural machinery of all kinds. I will not be many years before Western Canada will buy more agricultural machinery than the western part of the United States, where most of the agricultural machinery is sold in this country is used. In establishing a manufacturing business on the other side of the line we feel perfectly independent of tariff laws that may be made in either country. Business cannot wait for tariff restrictions or political conditions to right themselves. The time to take advantage of the business opportunity offered in Canada is now, and conditions in our line make the supplying of that trade from the Canadian side preferable."

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THE TRANS-SIBERIAN ROUTE.

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Application. 1874

REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

100

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	"PYREHUS"	On 20th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.
GLASGOW and LIVERPOOL	"KARLOW"	On 18th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.

FOR	HOMEWARDS	TO SAIL
LONDON and ANTWERP	"TELEMACHUS"	On 20th August.
LONDON	"ANTENOR"	On 9th September.
LONDON	"DARDANUS"	On 18th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"JASON"	On 14th October.
LIVERPOOL	"PYREHUS"	On 20th September.

Hongkong, 13th August, 1902.

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI	"CHANGCHOW"	On 16th August.
NINGPO and SHANGHAI	"WO SUNG"	On 19th August.
MANILA	"SUNGKIANG"	On 23rd August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE	"TSINAN"	On 23rd Aug. at 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th August, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSAI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 17th August.
TAMSAI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 24th August.
ANPING VIA SWATOW AND AMOY	"MAIDEN MARU"	WEDNESDAY, 20th August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsai to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 8th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO CONNECTION WITH THE STEAMSHIP

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRAPURNA"	3,152	Hollingsworth	August 18, 1902
"INDRASAMHA"			September 18, 1902

Through bills of lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902.

THE HENRIETTA AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLARAT" Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from Hongkong on SATURDAY, the 16th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 4th August, 1902.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA. THE Company's well-known Steamship

"ROSEMARY MARU"

Sailing on TUESDAY, the 18th inst. at Noon.

Magnificent Accommodation, Comfortable Cabin, Excellent Table, Unrivalled Speed, Electric Light, Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Primo's Building, 100 House Street, Hongkong, 9th August, 1902.

16

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

FOR MANILA

THE Company's Steamship

"YUENSANG"

Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 1st inst. at Noon.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 14th August, 1902. [2183]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902

"LENNOX" ... About 20th Aug.

"HEATHBURN" ... 31st Aug.

"AFRIDI" ... 10th Sept.

"HILGLEN" ... 20th Sept.

"RICHMOND CASTLE" ... 30th Sept.

"LOTHIAN" ... To follow.

For Freight and further information, apply to

DODWELL & CO., LD.,

Agents.

Hongkong, 9th August, 1902. [711]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"DIAMANTE"

Captain R. Rodger, will be despatched as above on THURSDAY, the 21st inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 14th August, 1902. [2188]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th August, 1902, at 1 P.M., the Company's Steamship

"POLYNESIE", Captain Chevalier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 24th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 15th August, 1902. [2]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TSINAN" ... leaves on 23rd August.

"CHANGSHA" ... " 2nd September.

"CHINGTU" ... " 25th "

"TAIYUAN" ... " 24th October.

Superior accommodation amidships, Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Daily qualified European Surgeons carried.

BUTTERFIELD & SWIRE

AGENTS

CHINA NAVIGATION CO., LD.

Hongkong, 1st August, 1902. [1983]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

ANDERSON, Amr. barque, S. Amesbury, —Standard Oil Co.

ALLAN, American ship, McKay.—Standard Oil Co.

KELAT, British ship, John Hughes.—ORDER MANUEL LLAGUNA, American ship, Nicholls.—Standard Oil Co.

WE SHIP ON APPROVAL

Latest Models. Fully Warranted.

Bicycle Tyres, Steel or Wood Rims, Free Wheels, Mud Guards and Brakes.

TYRES, ACCESSORIES, Sporting Goods and Sewing Machines.

Lowest Freight Rates to all parts of the World.

Write for Catalogue using sufficient postage.

Mead Cycle Co., Chicago, U.S.A.

[1916]

A NEW MAGAZINE (To be Published Quarterly)

"THE EAST OF ASIA."

JUST ISSUED.

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the People, Customs, &c., of the Far East.

Price \$1.50.

At Messrs KELLY & WALSH, LD., Hongkong.

Hongkong, 9th March, 1902. [715]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 18th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 12th August, 1902. [2179]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 8th August, 1902. [7]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"AWA MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY, 14th inst.

Goods not cleared by the 20th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 23rd inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 13th August, 1902. [2186]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG"

Captain Kirchner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY, the 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 13th August, 1902. [2185]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENESK"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 17th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

McKEGOW BROS. & GOW.

Hongkong, 11th August, 1902. [2168]

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp and Havre ex s.s. *Ortega*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M., TO-DAY, 10th inst., re stating it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 18th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 18th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th August, 1902. [3]

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch boat, 1,700 tons, 10 guns, 8,000 h.p., Comdr. E. E. Erskine, at Weihaiwei.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jorram, at Weihaiwei.

Algerine, sloop, 1,030 tons, 6 guns, 1,100 h.p., Comdr. Kowland Nugent, Straits.

Amphitrite, 1st class cruiser, 11,000 tons, 15,000 h.p., Capt. Charles Widdham, C.V.O., at Weihaiwei.

Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Starin, at Shanghai.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Weihaiwei.

Braunle, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Leake, at Sinho.

Briton, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, on Yangtze.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei.

Eclipse, cruiser, 5,300 tons, 11 guns, Captain Stokes, at Weihaiwei.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, Behring Sea.

Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., Capt. Colin Mackenzie, D.S.O., at Weihaiwei.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtze.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei.

Goliah, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. F. H. Henderson, C.M.G., at Weihaiwei.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Weihaiwei.

Humber, storeship, 1,540 tons, Comdr. John D. Daintree, at Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., in reserve.

Kinsha, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtze.

Moonraker, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Mutine, sloop, 380 tons, 10 guns, Comdr. J. W. M. Plenderleath, on Yangtze.

Ocean, battleship, 12,950 tons, 16 guns, 3,500 h.p., Captain Richard W. White, at Weihaiwei.

Other, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hakodadi.

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangtze.

Rambler, surveying ship, 585 tons, Capt. Morris H. Smyth, at Taku.

Rivado, sloop, 930 tons, Comdr. D. St. Aubyn Wake, at Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Irwin, at Hongkong.

POST OFFICE NOTICES

Parcel Mails for Europe, &c. per s.s. *Balaarat*, will close at 3 p.m. to-day. The *Parasol*, with the English Mail of the 15th ult., left Singapore on Sunday, the 10th inst., at 8 a.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 15th June.

The *Nippon Maru*, with the American Mail of the 25th ult., left Yokohama on Wednesday, the 13th inst., a.m., and may be expected here on or about Thursday, the 21st inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Hongkong	Friday, 15th, 7.30 A.M.
Bangkok	Malacca	Friday, 15th, 11.00 A.M.
Shanghai	Keelung	Friday, 15th, 11.00 A.M.
Swatow, Amoy and Foochow	Prometheus	Friday, 15th, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	Duke of Edinburgh	Friday, 15th, 11.00 A.M.
Manila	Hongkong	Friday, 15th, 1.15 P.M.
Amoy, Shanghai and Chinkiang	Chinkiang	Friday, 15th, 4.00 P.M.
Yokohama and Kobe	Banbury	Friday, 15th, 4.00 P.M.
Kobe and Yokohama	Kagoshima Maru	Friday, 15th, 5.00 P.M.
Canton	Palestine	Saturday, 16th, 10.00 A.M.
Bangkok	Hongkong	Saturday, 16th, 10.00 A.M.
Karachi	Hongkong	Saturday, 16th, 10.00 A.M.

Europe, &c. India via Tutuorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Straits and Celestia Swatow, Amoy, and Shanghai Hongkong, Timor, Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne

Europe, &c. India via Tutuorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Singapore, Penang and Calcutta Singapore

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HOSOKAWA, and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne and Adelaide

Europe, &c. India via Tutuorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

TO-DAY

Sale, steam-launch *Isidra*, Douglas-Lapraik & Co.'s Wharf, Mr. V. I. Remedios, 2.30 p.m.

TO-MORROW

Meeting of Hongkong and Shanghai Banking Corporation, 11 a.m.

COMMERCIAL

CLOSING QUOTATIONS. 15th August.

1. LONDON	1.812
2. Bank Bills, on demand	1.812
3. Bank Bills, at 30 days sight	1.812
4. Bank Bills, at 4 months sight	1.812
5. Bank Bills, at 6 months sight	1.812
6. Bank Bills, at 9 months sight	1.812
7. Bank Bills, at 12 months sight	1.812
8. Bank Bills, at 15 months sight	1.812
9. Bank Bills, at 18 months sight	1.812
10. Bank Bills, at 21 months sight	1.812
11. Bank Bills, at 24 months sight	1.812
12. Bank Bills, at 27 months sight	1.812
13. Bank Bills, at 30 months sight	1.812
14. Bank Bills, at 33 months sight	1.812
15. Bank Bills, at 36 months sight	1.812
16. Bank Bills, at 39 months sight	1.812
17. Bank Bills, at 42 months sight	1.812
18. Bank Bills, at 45 months sight	1.812
19. Bank Bills, at 48 months sight	1.812
20. Bank Bills, at 51 months sight	1.812
21. Bank Bills, at 54 months sight	1.812
22. Bank Bills, at 57 months sight	1.812
23. Bank Bills, at 60 months sight	1.812
24. Bank Bills, at 63 months sight	1.812
25. Bank Bills, at 66 months sight	1.812
26. Bank Bills, at 69 months sight	1.812
27. Bank Bills, at 72 months sight	1.812
28. Bank Bills, at 75 months sight	1.812
29. Bank Bills, at 78 months sight	1.812
30. Bank Bills, at 81 months sight	1.812
31. Bank Bills, at 84 months sight	1.812
32. Bank Bills, at 87 months sight	1.812
33. Bank Bills, at 90 months sight	1.812
34. Bank Bills, at 93 months sight	1.812
35. Bank Bills, at 96 months sight	1.812
36. Bank Bills, at 99 months sight	1.812
37. Bank Bills, at 102 months sight	1.812
38. Bank Bills, at 105 months sight	1.812
39. Bank Bills, at 108 months sight	1.812
40. Bank Bills, at 111 months sight	1.812
41. Bank Bills, at 114 months sight	1.812
42. Bank Bills, at 117 months sight	1.812
43. Bank Bills, at 120 months sight	1.812
44. Bank Bills, at 123 months sight	1.812
45. Bank Bills, at 126 months sight	1.812
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49. Bank Bills, at 138 months sight	1.812
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204. Bank Bills, at 603 months sight	1.812
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212. Bank Bills, at 627 months sight	1.812
213. Bank Bills, at 630 months sight	1.812
214. Bank Bills, at 633 months sight	1.812
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228. Bank Bills, at 675 months sight	1.812
229. Bank Bills, at 678 months sight	1.812
230. Bank Bills, at 681 months sight	1.812
231. Bank Bills, at 684 months sight	1.812
232. Bank Bills, at 687 months sight	1.812
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237. Bank Bills, at 702 months sight	1.812
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243. Bank Bills, at 720 months sight	1.812
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252. Bank Bills, at 747 months sight	1.812
253. Bank Bills, at 750 months sight	1.812
254. Bank Bills, at 753 months sight	1.812
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258. Bank Bills, at 765 months sight	1.812
259. Bank Bills, at 768 months sight	1.812
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262. Bank Bills, at 777 months sight	1.812
263. Bank Bills, at 780 months sight	1.812
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270. Bank Bills, at 801 months sight	1.812
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273. Bank Bills, at 810 months sight	1.812
274. Bank Bills, at 813 months sight	1.812
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276. Bank Bills, at 819 months sight	1.812
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281. Bank Bills, at 834 months sight	1.812
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285. Bank Bills, at 846 months sight	1.812
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296. Bank Bills, at 879 months sight	1.812
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298. Bank Bills, at 885 months sight	1.812
299. Bank Bills, at 888 months sight	1.812
300. Bank Bills, at 891 months sight	1.812
301. Bank Bills, at 894 months sight	1.812
302. Bank Bills, at 897 months sight	1.812
303. Bank Bills, at 900 months sight	1.812
304. Bank Bills, at 903 months sight	1.812
305. Bank Bills, at 906 months sight	1.812
306. Bank Bills, at 909 months sight	1.812
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